

MILPITAS PLANNING COMMISSION AGENDA REPORT

Category: New Businesses

Report Prepared by: James Lindsay

Public Hearing: Yes: _____ No: ✓ _____

Notices Mailed On: N/A

Published On: N/A

Posted On: N/A

TITLE: **REVIEW OF STREETScape PLANS FOR MAIN AND ABEL STREETS**

Proposal: Enhance the landscaping, sidewalks, street furniture, and lighting for Main Street between Railroad Court and Curtis Avenue and for Abel Street between Weller Lane and Great Mall Parkway.

Location: N/A

APN: N/A

RECOMMENDATION: Recommend Approval to the City Council

Applicant: N/A

Property Owner: N/A

Previous Action(s): N/A

General Plan Designation: N/A

Present Zoning: N/A

Existing Land Use: N/A

Agenda Sent To: N/A

Attachments: Revised Abel St. median plan between Serra and Junipero Dr.
Traffic data
Community meeting notes
Additional letters

BACKGROUND

The Planning Commission reviewed the plans for the proposed streetscape enhancements to Main and Able Street at its August 25th meeting. At that meeting the Commission requested staff to re-agendize the item for the October 13th meeting and return with more traffic information on Abel Street, the notes from the community meeting, and staff's responses to the issues raised by Abel Street business owners and the owner of the Serra Shopping Center.

Enclosed in the Commission's agenda packet are summaries of traffic data collected at the Serra Center driveway at Abel Street and at the intersection of Junipero Drive and Abel Street that includes recommended median design changes.

PAGE 2 OF 2

P.C. ARS—October 13, 2004

Abel & Main Streetscape

After reviewing the traffic data staff has modified the Abel Street median to allow full turning movements in and out of the Serra Shopping Center and lengthened the left-turn pocket from northbound Abel Street onto Junipero Drive. Staff met with Mr. Donovan, owner of the Serra Center; and Mr. Patel of Milan Sweet Center at 296 S. Abel Street and reviewed the modifications with them. They were both pleased with the changes.

RECOMMENDATION

Recommend approval of the streetscape plans to the City Council



**Transportation
Consultants**



MEMO

September 17, 2004

To:	Jimmy Lagpacan, JMH Weiss Via e-mail only: jimmy.l.@jmhweiss.com (2 page memo and three Excel spreadsheets attached)	Project No.:	60-36
From:	Dean Hsiao	Jurisdiction:	Milpitas
Subject:	Summary of Turn Counts <div style="text-align: right; font-family: monospace; font-size: small;">J:\Jurisdiction\M\Milpitas\060-036 Abel Street\m091704 counts.doc</div>		

The purpose of this memo is to briefly summarize turn count data that were collected between Saturday, September 11, 2004 and Thursday, September 16, 2004. In response to your request, peak period counts were collected at the following two locations along Abel Street.

1. Serra Center Driveway and Abel Street on the west side of Abel Street (11:15 a.m.-1:15 p.m. on Saturday, 9/11/2004, 4-6 p.m. on Tuesday, 9/14/2004, and 7-9 a.m. on Thursday, 9/16/2004)
 - The a.m. peak hour on a Thursday was between 8-9 a.m. when 35 northbound drivers on Abel Street turned left and 18 southbound drivers turned right into the Serra Center Driveway. During that same time, 10 turned right and 7 turned left from the Serra Center Driveway onto Abel Street and 5 crossed Abel Street from Serra Center Driveway.
 - The p.m. peak hour on a Tuesday was between 4:30-5:30 p.m. when 58 northbound drivers on Abel Street turned left and 37 southbound drivers turned right into the Serra Center Driveway. During that same time, 60 turned right and 18 turned left from the Serra Center Driveway onto Abel Street and 4 crossed Abel Street from Serra Center Driveway.
 - The midday peak hour on a Saturday was between 12-1 p.m. when 29 northbound drivers on Abel Street turned left and 29 southbound drivers turned right into the Serra Center Driveway. During that same time, 37 turned right and 16 turned left from the Serra Center Driveway onto Abel Street and 3 crossed Abel Street from Serra Center Driveway.

2. 330 South Abel Street and Abel Street on the east side of Abel Street (11:15 a.m.-1:15 p.m. on Saturday, 9/11/2004, 4-6 p.m. on Tuesday, 9/14/2004, and 7-9 a.m. on Thursday, 9/16/2004)
 - The a.m. peak hour on a Thursday was between 8-9 a.m. when 16 northbound drivers on Abel Street turned right and 5 southbound drivers turned left into the 330 South Abel Street Driveway. During that same time 8 turned right and 1 turned left from the 330 South Abel Street Driveway onto Abel Street as well as 2 crossed Abel Street from 330 South Abel Street.
 - The p.m. peak hour on a Tuesday was between 4:30-5:30 p.m. when 38 northbound drivers on Abel Street turned right and 15 southbound drivers turned left into the 330 South Abel Street Driveway. During that same time 26 turned right and 9 turned left from the 330 South Abel Street Driveway onto Abel Street as well as 2 crossed Abel Street from 330 South Abel Street.
 - The midday peak hour on a Saturday was between 12-1 p.m. when 8 northbound drivers on Abel Street turned right and 21 southbound drivers turned left into the 330 South Abel Street Driveway. During that same time 15 turned right and 1 turned left from the 330 South Abel Street Driveway onto Abel Street.


















Based on the AASHTO Manual, the left turn pocket lengths at unsignalized intersections equals the number of vehicles likely to arrive during an average two-minute period within the peak hour. The storage length requirement is assumed to be 25 feet per vehicle. The highest northbound left turn volume is 58 vehicles per hour during the weekday p.m. peak period. Thus, two vehicles will likely arrive during a two-minute period. The required storage length is 50 feet, which is less than the City standard. Therefore, the City standard of 150 feet for left turn pocket length is recommended.

The distance between Serra Way and 330 South Abel Street Drive is about 230 feet. The southbound left turn traffic may block through traffic and spill back to the intersection at Abel Street and Serra Way. An exclusive left turn lane is not recommended. The southbound left turn traffic will make U-turns at the intersection of Abel Street and Junipero Drive and travel north to turn right into 330 South Abel Street Driveway. This would result in approximately 5 southbound to northbound u-turns during the a.m. peak hour, 15 during the p.m. peak hour, and 21 during the midday Saturday peak. A level of service analysis can be conducted to evaluate the potential impact at intersection of Abel Street and Junipero Avenue.

Thank you for the opportunity to provide this analysis. Please contact me with your comments or questions. We look forward to receiving the notice to proceed for other portions of this study.

TJKM Intersection Turning Movement Summary

Project:	60-036	Control	Speed Limit	Survey Date:	9/16/2004	DAY:	Thursday
N-S Approach:	Abel Street	Uncontrolled		Survey Time:	7:00 AM	To	9:00 AM
E-W Approach:	Serra Center Dwy/330 S. Abt	STOP		City:	Milpitas	Recorder:	VG

PEAK HOUR		Abel Street		 North	Arrival / Departure Volumes							
8.00 AM	TO 9:00 AM					PHF = 0.86						
		18	681	5			704	787			PHF = 0.50	
												
Serra Center Dwy/330 S. Abel Street	7			TOTAL				8				
	5			1,560				2				
	10							1				
											PHF = 0.94	
		35	772	16			692	823			PHF = 0.88	

Time Period		Eastbound			Northbound			Westbound			Southbound			Total
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	

SURVEY DATA														
7:00 AM	---	7:15 AM												0
7:15 AM	---	7:30 AM												0
7:30 AM	---	7:45 AM												0
7:45 AM	---	8:00 AM												0
8:00 AM	---	8:15 AM												0
8:15 AM	---	8:30 AM												0
8:30 AM	---	8:45 AM												0
8:45 AM	---	9:00 AM												0

TOTAL BY PERIOD															
7:00 AM	---	7:15 AM	0	0	3	3	89	2	0	0	0	0	101	1	199
7:15 AM	---	7:30 AM	1	1	4	2	111	1	0	0	0	0	94	4	218
7:30 AM	---	7:45 AM	1	1	5	4	94	4	0	0	0	2	124	2	237
7:45 AM	---	8:00 AM	0	0	6	5	104	4	0	0	0	1	138	4	262
8:00 AM	---	8:15 AM	0	1	4	9	171	5	0	1	0	0	164	3	358
8:15 AM	---	8:30 AM	2	1	2	11	188	3	0	1	1	2	199	5	415
8:30 AM	---	8:45 AM	2	3	1	7	193	4	1	0	2	2	175	6	396
8:45 AM	---	9:00 AM	3	0	3	8	220	4	0	0	5	1	143	4	391

HOURLY TOTALS															
7:00 AM	---	8:00 AM	2	2	18	14	398	11	0	0	0	3	457	11	916
7:15 AM	---	8:15 AM	2	3	19	20	480	14	0	1	0	3	520	13	1,075
7:30 AM	---	8:30 AM	3	3	17	29	557	16	0	2	1	5	625	14	1,272
7:45 AM	---	8:45 AM	4	5	13	32	656	16	1	2	3	5	676	18	1,431
8:00 AM	---	9:00 AM	7	5	10	35	772	16	1	2	8	5	681	18	1,560

Lane Configuration															Overall
Peak Hour Factor	0.58	0.42	0.63	0.80	0.88	0.80	0.25	0.50	0.40	0.63	0.86	0.75			0.94

TJKM Intersection Turning Movement Summary

Project:	60-036	Control:	Uncontrolled	Speed Limit:	0	Survey Date:	9/14/2004	DAY:	Tuesday
N-S Approach:	Abel Street	Control:	Uncontrolled	Speed Limit:	0	Survey Time:	4:00 PM	To:	6:00 PM
E-W Approach:	Serra Center Dwy/330 S. A	Control:	STOP	Speed Limit:	0	City:	Milpitas	Recorder:	VG

PEAK HOUR
4:30 PM TO 5:30 PM

Abel Street

TOTAL
1,692

Arrival / Departure Volumes

PHF = 0.93

Time Period		Eastbound			Northbound			Westbound			Southbound			Total	
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
SURVEY DATA															
4:00 PM	---	4:15 PM												0	
4:15 PM	---	4:30 PM												0	
4:30 PM	---	4:45 PM												0	
4:45 PM	---	5:00 PM												0	
5:00 PM	---	5:15 PM												0	
5:15 PM	---	5:30 PM												0	
5:30 PM	---	5:45 PM												0	
5:45 PM	---	6:00 PM												0	
TOTAL BY PERIOD															
4:00 PM	---	4:15 PM	7	1	6	11	152	4	2	1	9	12	104	9	318
4:15 PM	---	4:30 PM	9	1	12	27	147	1	2	0	4	12	156	5	376
4:30 PM	---	4:45 PM	5	1	19	19	186	3	3	0	9	3	133	14	395
4:45 PM	---	5:00 PM	3	2	16	13	219	10	2	0	6	6	139	8	424
5:00 PM	---	5:15 PM	6	1	14	11	233	11	1	1	5	5	155	11	454
5:15 PM	---	5:30 PM	4	0	11	15	196	14	3	1	6	1	164	4	419
5:30 PM	---	5:45 PM	1	1	12	10	159	6	1	0	3	0	123	5	321
5:45 PM	---	6:00 PM	2	0	5	8	166	3	0	0	1	2	100	6	293
HOURLY TOTALS															
4:00 PM	---	5:00 PM	24	5	53	70	704	18	9	1	28	33	532	36	1,513
4:15 PM	---	5:15 PM	23	5	61	70	785	25	8	1	24	26	583	38	1,649
4:30 PM	---	5:30 PM	18	4	60	58	834	38	9	2	26	15	591	37	1,692
4:45 PM	---	5:45 PM	14	4	53	49	807	41	7	2	20	12	581	28	1,618
5:00 PM	---	6:00 PM	13	2	42	44	754	34	5	2	15	8	542	26	1,487
Overall															
Lane Configuration															
Peak Hour Factor		0.75	0.50	0.79	0.76	0.89	0.68	0.75	0.50	0.72	0.63	0.90	0.66		0.93

TJKM Intersection Turning Movement Summary

Project: 60-036		Control		Speed Limit		Survey Date: 9/11/2004		DAY: Saturday	
N-S Approach: Abel Street				Survey Time: 11:15 AM		To 1:15 PM			
E-W Approach: Serra Center Dwy/330 S Abt				City: Milpitas		Recorder: Eric			

PEAK HOUR
12:00 PM TO 1:00 PM

Abel Street

North

Arrival / Departure Volumes

Time Period		Eastbound			Northbound			Westbound			Southbound			Total
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
SURVEY DATA														
11:15 AM	--- 11:30 AM													0
11:30 AM	--- 11:45 AM													0
11:45 AM	--- 12:00 PM													0
12:00 PM	--- 12:15 PM													0
12:15 PM	--- 12:30 PM													0
12:30 PM	--- 12:45 PM													0
12:45 PM	--- 1:00 PM													0
1:00 PM	--- 1:15 PM													0
TOTAL BY PERIOD														
11:15 AM	--- 11:30 AM	7	0	9	10	103	1	0	0	9	2	115	7	263
11:30 AM	--- 11:45 AM	3	0	14	8	127	2	2	0	3	4	137	5	305
11:45 AM	--- 12:00 PM	9	1	8	6	113	1	1	0	5	2	123	5	274
12:00 PM	--- 12:15 PM	3	1	11	5	153	1	1	0	3	6	139	6	329
12:15 PM	--- 12:30 PM	4	0	12	14	130	4	0	0	2	5	147	6	324
12:30 PM	--- 12:45 PM	2	0	7	7	124	0	0	0	3	4	140	11	298
12:45 PM	--- 1:00 PM	7	2	7	3	124	3	0	0	7	6	133	6	298
1:00 PM	--- 1:15 PM	5	0	10	14	127	3	1	2	8	9	122	6	307
HOURLY TOTALS														
11:15 AM	--- 12:15 PM	22	2	42	29	496	5	4	0	20	14	514	23	1,171
11:30 AM	--- 12:30 PM	19	2	45	33	523	8	4	0	13	17	546	22	1,232
11:45 AM	--- 12:45 PM	18	2	38	32	520	6	2	0	13	17	549	28	1,225
12:00 PM	--- 1:00 PM	16	3	37	29	531	8	1	0	15	21	559	29	1,249
12:15 PM	--- 1:15 PM	18	2	36	38	505	10	1	2	20	24	542	29	1,227
Overall														
Lane Configuration														
Peak Hour Factor		0.57	0.38	0.77	0.52	0.87	0.50	0.25	#DIV/0!	0.54	0.88	0.95	0.66	0.95



**Transportation
Consultants**



MEMO

September 24, 2004

To:	Jimmy Lagpacan, JMH Weiss Via e-mail only: jimmy.l.@jmhweiss.com (1 page memo and one Excel spreadsheets attached)	Project No.: 60-36
From:	Dean Hsiao	Jurisdiction: Milpitas
Subject:	Summary of Turn Counts J:\Jurisdiction\M\Milpitas\060-036 Abel Street\m092404 NBLT Counts.doc	

The purpose of this memo is to briefly summarize the northbound left turn count data that were collected on Thursday, September 23, 2004 from 4-6 p.m. at the intersection of Abel Street and Junipero Drive. Two p.m. peak hours occurred on a Thursday between 4:45 -- 5:45 p.m. and 5:00 - 6:00 p.m. when 8 northbound drivers on Abel Street turned left onto Junipero Drive.

Based on the AASHTO Manual, the required left turn pocket length at signalized intersections depends on the signal cycle length, the signal phasing arrangement, and the rate of arrivals and departure of left-turning vehicles. The storage length is usually based on one and one-half to two times the average number of vehicles that would store per cycle. Because the northbound left turn volume is relatively low, the City standard of 150 feet for left turn pocket length is recommended.

Thank you for the opportunity to provide this analysis. Please contact me with your comments or questions.

TJKM Intersection Turning Movement Summary

[illegible]

**Midtown Streetscape
Community Presentation – Main Street and Abel Street
August 18, 2004
Cracolice Building**

Q – Question asked during the meeting

A – Staff's response

Q: Is there any plan to widen either Main St or Abel St.

A: No. Plan is to maintain the existing right-of-way.

Q: Does the plan include undergrounding of the overhead utilities?

A: Yes.

Q: Tonight is the first time the community has a chance to see the concept plans, City is presenting to the community on Wed 8/25 and to the Council on 9/7. When does the City expect the community to be allowed input on the concept?

A: Tonight, at the Planning Commission meeting, and at the City Council meeting.

Q: Are funds in place for design and construction?

A: The Abel Street improvements (design and construction) will be funded mostly through developer funds. The Main Street improvements will be completed in phases using redevelopment funds.

Q: What is the estimated schedule for the design?

A: Abel Street is a little further ahead than Main St. Anticipate 1 year for design of Abel with construction starting in about 1½ yrs. The City's plan is for construction of Main Street, north of Carlo, to coincide with completion of the library construction.

Q: Many different projects are in the pipelines, how does Abel completion coordinate with the KB Home project? Will the improvements be completed before KB starts construction?

A: The Abel Street improvements will be completed after most major construction is concluded at the KB site but before the first homes are sold.

Q: As a property owner, one concern is that the community is not given an opportunity to comment on the engineering elements, i.e. turning radius, median breaks, turn pockets, stacking lanes, signalization, until the design is complete.

A: The conceptual layout for Abel Street is shown on the boards tonight. Weiss' firm has a traffic engineer on board during the design of the improvements to ensure the design meets all relevant standards.

Main/Abel Community Meeting

Q: Is the timing for comments from today until Wednesday's planning commission meeting only?

A: No, comments are welcome at the Planning Commission meeting and the City Council meeting.

Q: There was no mention of the buses running on Main Street during the presentation. Has consideration be given to relocating bus stops, especially the stop on Serra Way and Main Street?

A: Staff will be working with VTA to work out conflicts with the streetscape plan and the existing bus stops.

Q: What is the City's plan for the Smith House? There are so few historical buildings left on Main Street.

A: Plans for the Smith / DeVries shop are being researched. Any decisions will be made by City Council.

Q: How can the community obtain a list of the historical buildings in Milpitas?

A: James Lindsay can be contacted for a list of historical sites.

Q: Clarification is requested of the sequence for construction on Main Street and Abel Street, seems that construction will be jumping around to maintain access to these streets.

A: The City will ensure that parallel segments of Main and Abel are not under construction at the same time.

Q: Is the plan to provide off-street parking elsewhere on Main Street? There is a concern regarding parking during construction.

A: A parking solution will be in place prior to construction on Main Street.

Q: What is the proposed size of the parking structure?

A: That has not been decided.

Q: Does the streetscape include receptacles for recycling?

A: A recycling program for receptacles does not currently exist between the City and BFI. Furnishings allow for a recycling receptacle to be included, if the need arises.

Q: How are the improvements on Main Street to be funded?

A: The improvements will be funded through redevelopment funds and developer contributions if deemed appropriate.

Q: How are the on-going maintenance costs to be funded?

A: City staff is currently researching options of funding the maintenance of the new streetscapes.

Main/Abel Community Meeting

Q: During the presentation, the City eluded to bringing storefronts closer to the sidewalk. Should property owners and developers anticipate building right up to the sidewalks?

A: The setback range in the Mixed-Use District is between 8 and 15 feet.

Q: Is it not the City's intention to pay for all improvements? Is the City looking at the property owners to contribute to the cost? Is the City looking to set-up an Improvement District or something similar?

A: Improvement districts is one of the mechanisms being considered for funding maintenance.

Q: Will the additional property taxes, due to the increase in property value, be used to pay for improvements through redevelopment agency funds?

A: Property taxes will not increase beyond what is allowed under Prop. 13. Redevelopment funds will pay for the Main Street and a portion of the Abel Street improvements. Development funds will be used when appropriate.

Q: If a property owner does work on their building, will he be required to contribution additional funds for the improvements at this time?

A: No

Q: The City mentioned the first phase of Main Street will be worked around the completion of the new library. What are the limits of the first phase?

A: The first phase of Main Street includes Main Street from Weller to Carlo.

Q: Does the City have an estimated schedule for the second phase?

A: Neither the timeframe nor the funding source has been set for the second phase.

Q: How many new units will be dedicated Moderate to Low income?

A: The Midtown Specific Plan contains a policy which requires new residential developments to set aside 20% of the units for affordable housing.

Q: The Midtown plan requires large, BFI approved, trash enclosures for each property. This impacts parking on the property.

A: The City is working with BFI to change BFI's service model and to minimize the large truck movements.

Q: Will the City ask for contributions from all developers, regardless of size? What formula is used to determine the contribution?

A: If development contributions are used they are based on a percentage of street frontage.

Q: Why doesn't the City develop a plan and let property owners build to that plan now instead of waiting 10 yrs to be able to make improvements to the property?

A: The City is not discouraging improvements by property owners to their property at this time.

Main/Abel Community Meeting

Q: Time is money to the community. The City seems to be moving too slow: why isn't someone pushing to get the ball rolling sooner?

A: We recommend attendance to the Planning Commission and City Council meeting to make that point.

Q: In previous meetings, the community has been told that the redevelopment agency has funds for Main Street, but different message given tonight.

A: Redevelopment funds are currently available for the section of Main Street between Weller and Carlo.

General Comments:

- Mostly in favor of the concept shown today with the tree lined streets.
- One attended concerned with the Southern California look of the palm trees: Doesn't fit in well with historic Milpitas.
- Concern with proper coordination during construction to maintain access and support businesses.
- Concerned with maintaining the small town feel of Milpitas.
- General community acceptance of the median location.

Milan Sweet Center
296 S. Abel St.
Milpitas, CA 95035
Tel; 408-946-2525

September 7, 2004

Ms. Deepka Laiwani
Chair
Milpitas Planning Commission
455 E. Calaveras Blvd.
Milpitas, CA 95035
Via Fax 408.586.3293

RE: PROPOSED RAISED MEDIAN IN ABEL STREET
BLOCKING LEFT ACCESS TO ABEL SQUARE SHOPPING CENTER

Dear Ms. Laiwani:

We own the restaurant located inside the Abel Square Shopping Center. Most of our customers come from the Calaveras direction into Abel Street and left turn into our Center.

The proposed plan will inconvenience our customers greatly. Same as our delivery trucks.

Abel Street is our only entrance and exit from our location. Please put concerns for the future of our business as your primary consideration.

It is our wish that you remove the raised median in Abel Street from your plan.

Sincerely Yours.


Mukund Patel


Santay Patel

Mook Hyaang Art Gallery
284 S. Abel Street
Milpitas, CA 95035
408-262-4801

September 7, 2004

Ms. Deepka Laiwani
Chair
Milpitas Planning Commission
455 E. Calaveras Blvd.
Milpitas, CA 95035
Via Fax 408.586.3293

RE: PROPOSED RAISED MEDIAN IN ABEL STREET
BLOCKING LEFT ACCESS TO ABEL SQUARE SHOPPING CENTER

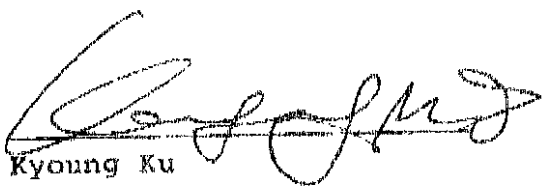
Dear Ms. Laiwani:


We are the small business owners inside the Abel Square Shopping Center. We and our clients are always come in and out from Abel Street. Since it's the only choice.

Our business is our only source of income. Please put this into consideration when you make any decision that will jeopardize our livelihood.

Please put above proposal from your agenda indefinitely.
Thank you very much.

Sincerely,


Kyoung Ku


Teri Ku

Mira Beauty Salon
280 S. Abel St.
Milpitas, CA 95035
Tel; 408-942-9148

September 7, 2004

Ms. Deepka Laiwani
Chair
Milpitas Planning Commission
455 E. Calaveras Blvd.
Milpitas, CA 95035
Via Fax 408.586.3293

RE: PROPOSED RAISED MEDIAN IN ABEL STREET
BLOCKING LEFT ACCESS TO ABEL SQUARE SHOPPING CENTER

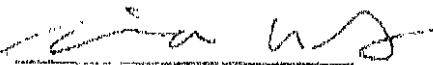
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Thank you very much.

Sincerely,



Mira Kong



Young S. Kong

Korean B.B.Q.
260 S. Abel Street
Milpitas, CA 95035
408-263-6705

September 7, 2004

Ms. Deepka Laiwani
Chair
Milpitas Planning Commission
455 E. Calaveras Blvd.
Milpitas, CA 95035
Via Fax 408.586.3293

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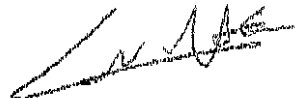
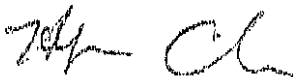
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It is our wish that you remove the raised median in Abel Street from your plan.

Sincerely,

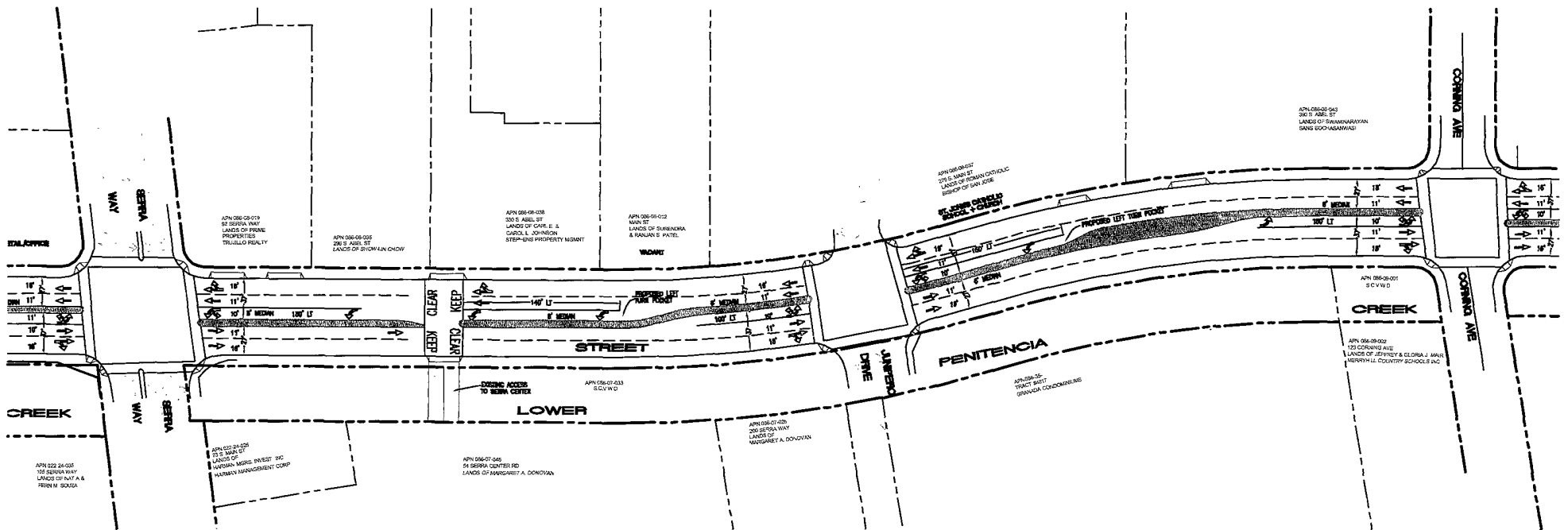
Hyon H. Chu

Al Ae Chu





ABEL STREET (CURRENT CONDITION)



PROPOSED ABEL STREET MEDIAN ADDITIONS

ABEL STREET IMPROVEMENTS
CITY OF MILPITAS
COUNTY OF SANTA CLARA, CALIFORNIA



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